



WASATCH BOULEVARD OPEN HOUSE NOVEMBER 9, 2016

As Cottonwood Heights develops in the future, what should be the city's priorities?

- Safety for residents and drivers
- Fewer drivers
- Quit looking at Wasatch Boulevard as a highway, treat it as a residential road
- Create usable bus routes that circulate within the city
- Make the city more walkable and bikeable
- Bicycle and pedestrian routes

What type of development would you like along Wasatch Boulevard?

- No development
- Widening of road
- Parking
- Open Spaces
- Trails, parks, recreational paths
- Dog parks
- Community meeting spaces/plazas/amphitheater
- Build more restaurants
- Build more coffee shops
- More commercial shops
- Sidewalks along both sides of Wasatch Boulevard
- Noise mitigation techniques -sound walls/barriers
- Left turn lanes
- Need acceleration lane at Canyon Center
- Gravel pit mixed-use development with mass transportation hub
- Traffic calming measures: roundabouts, merge lanes
- City needs to strategically place high density housing along major boulevards (limited to areas with direct access to 215)
- Create a ski village near Golden Hills Park with restaurants, shopping, coffee shops and pedestrian access. Partner with ski resorts and Uber to get people there

What is there about Cottonwood Heights that you would like to preserve as the city grows over time?

- Open space south of Greenhills Drive
- The mountains, no development further up the canyons, impose a growth boundary
- Character of existing neighborhoods
- Single family residential

- Old Mill
- Historical “Big Rock”
- White City monument

What do you not want along Wasatch Boulevard?

- No high density housing
- No more zoning changes
- No height increases for residential/commercial
- No gas stations
- No commercial on south end
- No more Planned Unit Developments (PUDs)
- Do not widen roads if possible (wider roads=more traffic)
- No more development along the boulevard

What improvements and/or changes would you like to see along Wasatch Boulevard?

- **City Development:**
 - Conduct an environmental impact study of any expansion/development
 - Limit the intensity of development
 - Stop additional development that brings more traffic
 - Discourage more intense rezones, general plan amendments, and be more restrictive in land use planning
 - Invite developers to donate and support as open space (from usable building space)
 - Require new developments to donate easements and open spaces
 - Extend Highland Drive to divert some of the traffic
 - Push commercial north toward freeway
 - Build landscaped medians to both beautify and improve traffic flow/reduce speeds
 - Restore Old Mill
 - Develop unbuildable parcels into pedestrian areas. This increased pedestrian use of the corridor and also improves aesthetics
 - Create combined sidewalk and bike routes
 - Add traffic lights or roundabouts to assist with traffic near new developments
 - Roads should be improved before development
 - Have developers pay for road adjustments
 - Have UDOT present for approval processes
 - City should have a committee for development
- **Road and Traffic:**
 - **Lanes:**
 - Widen Wasatch Boulevard, add more lanes
 - Don't add more lanes, already hard to turn out of neighborhoods
 - Turn management at Honeywood Cove Lane
 - Add acceleration lane for right turns leaving Canyon Center
 - Add center turn lane
 - Add left turn only lanes
 - Add right turn only lanes

- Add left turn lane for people coming down Little Cottonwood onto Wasatch
 - Add left turn lane on 8350 South
 - Blind corner by King's Hill drive, need acceleration lane or traffic light
 - If boulevard widens, widen from the east side in La Caille area
- **Traffic lights:**
 - Install left turn lights at all intersections, especially Bengal and Wasatch
 - Reassess the timing on the traffic lights (evenings and weekends)
- **Access points and intersections:**
 - East entrance of 7-11 needs to be cut off and redirected to the light
 - Some subdivisions only have one entry/exit point which is along Wasatch Boulevard, very difficult to turn left out of some of them (Tree Farm Estates, Greenhill)
 - Turning left into and out of some businesses and neighborhoods is difficult, acceleration/deceleration lanes, traffic lights, and left turn lanes would help
 - Look for solutions at each intersection individually
 - Roundabouts
- **Streetscape:**
 - Add street lighting along corridor
 - Street medians
 - Uniform right of way needs to be enforced
 - Road borders to keep residents safe
- **Speed:**
 - Reduce speed limit along all of Wasatch (30mph)
 - Reduce speed limit between 7-11 and Bengal
 - Reduce speed limit on Kingshead Drive
 - Add more speed limit and traffic signs (perhaps with flashing lights)
 - Add flashing yield lights
 - Speed bumps on Top of the World Drive
- **Noise:**
 - Engine brakes prohibited signs
 - Sound walls/barriers along residential areas
- **Traffic:**
 - Look for alternative driving corridors (Highland Drive)
 - Figure out a way to alleviate ski traffic
 - Incentive/requirements for skiers to carpool
 - Limit truck traffic
 - Restrict Sandy's use of Wasatch for cut-through traffic
- **Parking:**
 - Parked car issues along Wasatch need to be addressed

- Parking management – enforcement of parking violations
 - Utilize office building parking lots for Park and Ride and carpooling
 - Consider structured parking to accommodate more cars in smaller areas
- **Maintenance:**
 - Paint on roads needs to be more reflective
 - Improve maintenance on the sides of the corridor
 - Better, more frequent street sweeping
 - Keep all lanes clean
- **Bicycles:**
 - Make Wasatch more bicycle friendly
 - Explore building a separated, multi-use pathway similar to the Big Cottonwood Canyon Trail
 - Wider bike lanes
 - Widen and add bike lanes to Danish, connect to Wasatch
 - More bike lanes along Wasatch
 - Clean up shoulder of roads
- **Pedestrians:**
 - Make Wasatch more pedestrian friendly and walkable
 - Create a separated pedestrian corridor, especially between Bengal and Fort Union, using the unbuildable parcels and city-owned parcels adjacent to Wasatch Boulevard to the east
 - Separated path for pedestrians and bicyclists that parallels Wasatch Boulevard
 - Walking paths through neighborhoods and parks
 - Better access from fire station to park
 - Requirements for new developments to include jogging paths
 - Improve, repair and connect sidewalks where needed
 - Preserve triangle area trail, La Caille sign
 - Secure land to continue and complete Bonneville Shoreline Trail
 - Donate property to use for trails
 - Build easements
- **Public Transportation:**
 - Improve mass public transportation through Cottonwood Heights, Sandy and Draper
 - Mix use of transportation with buses and trains
 - More buses along Wasatch and Fort Union
 - Corridor needs more bus stops
 - Coordinate with UTA – no point in Park and Ride if UTA won't add bus stops
 - New Park and Rides
 - Provide more options for ski parking
 - Shared parking with private businesses at the corporate centers
 - Park and Ride from underutilized parking lots (Cottonwood Center)
 - Some people expressed interest in light rail, but others were afraid it would require the road to be widened
 - Explore non rail transit options

- Do not allow light rail / TRAX on Wasatch
- Light rail, trams or other alternatives
- East/West TRAX lines
- TRAX along Fort Union to mouth of Big Cottonwood Canyon
- **Green Space:**
 - Use underutilized properties to beautify corridor
 - Build landscape medians to beautify
 - Medians should have well maintained greenery
 - Lots of dry brush and tree branches scattering the road, not visually appealing
 - Between Prospector Road and Wasatch there is underutilized space that should be beautified
 - Find ways to make Wasatch Boulevard less appealing to drivers

If Cottonwood Heights were to make extensive improvements to its infrastructure, what would be the most appropriate method of funding those improvements?

- State funds
- Grants
- Private investors
- Partner with ski resorts

What do you want the future of Cottonwood Heights to be?

- A quiet suburb
- A bedroom community
- Wasatch Boulevard as a residential road
- A walkable and bikeable city

Comments/Concerns

- Maintain public involvement in any pending or future developments along the corridor
- Coordinate with Canyon Master Plans
- Coordinate with Mountain Accord
- Members of UDOT to be more involved in the planning process as we go further
- Ensure the protection of existing single-access developments along Wasatch
- Safety concerns at the northbound corner near Kings Hill Drive (low visibility and high speeds)
- Concerned that PUDs are allowing too much density
- Partner with landowners to go vertical/dissenting opinion-no high density housing
- Keep density clustered on the north end of Wasatch (so traffic doesn't endanger bikers)
- Commuter/carpool requirements up through the canyon required during peak hours
- Charge to use the Canyons
- Toll road for people outside the city (maybe during ski season only)
- Toll on roads to promote bus patronage and carpooling
- More police presence to address speeding issues
- UDOT needs better plans for moving traffic from north to south, they don't want to interrupt existing traffic flow